

MI Scorecard Performance Summary								
Department Name: Transportation Executive/Director: Kirk Steudle Period: Updated August, 2012				⬆ Performance Improving ➡ Performance Staying the Same ⬇ Performance Declining		<div><div></div><div></div><div></div></div> <div>90% or greater of target >=75% to <90% of target less than 75% of target</div>		
		Status	Trend	Target	Current	Previous	Frequency	Metric Definition
Measure #	Economic Growth							
1	Commercial vehicle traffic miles		⬆	Maintain or increase	5.74B miles (2010)	5.64B miles (2009)	Yearly	Maintain or increase the number of commercial traffic miles in billions traveled on Michigan roads.
2	Rail freight traffic		⬇	Maintain or increase	52.7M tons	66.8M tons	Yearly	Maintain or increase total freight in and out of Michigan.
3	Passenger air service		⬆	Maintain or increase	37.2M	37.0M	Yearly	Maintain or increase number of air passengers in and out of Michigan.
4	U.S. trucking trade traffic through MI borders		⬇	Maintain or increase	44.9%	45.7%	Yearly	Maintain or increase the percent of trucking trade traffic through Michigan's border crossings.
5	Jobs created as part of the 5-year program		⬇	Maintain or increase	16,900 (2011)	17,500 (2010)	Yearly	Maintain or increase the number of direct and indirect jobs sustained by highway investment.
6	Create and implement an Accelerated Rail Program		➡	N/A	N/A	N/A	Yearly	Manage the multi-state Tier One EIS for implementation of accelerated rail and increased round trip frequencies within the Detroit/Pontiac to Chicago segment. This is a new measure and a required milestone for FRA approval to upgrade to 10 daily roundtrips of 110 mph passenger rail service in this 300 mile corridor.
Safety								
7	Statewide crash fatality reduction		⬆	-5%	889 (2011) -5.1%	937 (2010)	Yearly	Reduce crash fatalities by 5% each year from 2007-2012.
8	Statewide crash serious injury reduction		⬆	-5%	5,706 (2011) -4.6%	5,980 (2010)	Yearly	Reduce crash serious injuries by 5% each year from 2007-2012.
9	Statewide total crashes		⬇	Reduce	284,049 (2011)	282,075 (2010)	Yearly	Reduce total statewide crashes.
10	Cost savings from safety investments		➡	Five years or less	4.1 years (2011)	4.1 years (2010)	Yearly	Average time of return for state trunkline safety improvement projects.
11	Work zone crash fatality reduction		⬆	Reduce	18 (2011)	23 (2010)	Yearly	Reduce the number of work zone accident fatalities.
12	Work zone crash serious injury		⬇	Reduce	88 (2011)	85 (2010)	Yearly	Reduce the number of work zone accident serious injuries.
Condition								
13	Improve or sustain trunkline pavement							
	13a. Sufficiency surface condition		➡	90%	83% (2010)	83% (2009)	Yearly	Improve or sustain 90% of trunkline pavements in fair or better condition based on sufficiency.
	13b. International roughness index		⬆	90%	94% (2011)	93% (2010)	Yearly	Improve or sustain 90% of trunkline pavements in fair or better condition.
	13c. Remaining service life		⬇	90%	88.8% (2011)	91% (2010)	Yearly	Improve or sustain 90% of trunkline pavements with a remaining service life value of three years or higher.
	13d. PASER		⬇	Improve	64.9% (2011)	65.2% (2010)	Yearly	Improve percent of paved Federal aid roads (both trunkline and local roads) in good or fair condition.
14	Improve or sustain bridge conditions							
	14a. Freeways bridges		⬆	95%	93.4% (2011)	91.6% (2010)	Yearly	Improve and sustain 95% of all freeway bridges in fair or good condition.
	14b. Non freeway bridges		⬆	85%	92.8% (2011)	92.3 (2010)	Yearly	Sustain 85% of all non-freeway bridges on the trunkline system in fair or good condition.
	14c. Structurally deficient bridges		⬆	Reduce	6.8% (2011)	9.2% (2010)	Yearly	Reduce the percent of <u>trunkline</u> bridges that are structurally deficient.
15	Preserve or maintain passenger transportation system							
	15a. Bus transit level of service							
	i. Passengers		⬆	< 5% decline	+2.3% (2011)	-3.6% (2010)	Yearly	Maintain existing service level as indicated by the percent change from year to year.
	ii. Hours		⬆	< 5% decline	+0.3% (2011)	-1.9% (2010)	Yearly	Maintain existing service level as indicated by the percent change from year to year.
	iii. Miles		⬆	< 5% decline	-0.4% (2011)	-3.4% (2010)	Yearly	Maintain existing service level as indicated by the percent change from year to year.
	15b. Age of rural transit fleet		⬇	20%	27% (2011)	15% (2009)	Yearly	The highest percent of any one rural or specialized transit fleet that is past its useful life.
	15c. Intercity passenger rail level of service		⬆	Within 10% of national trend	+6.6 of national trend (2011)	+3.5 of national trend (2010)	Yearly	Keep passenger rail ridership trends in Michigan within 10% or better of national trends.
16	Improve or sustain tier 1 airport primary runway pavements		⬇	100.0%	86% (2011)	87% (2010)	Yearly	Maintain 100% of all tier 1 airport primary runway pavements in good condition or better.
17	Improve or sustain carpool lot pavement condition		➡	90.0%	96% (2011)	96% (2010)	Yearly	Maintain 90% of all trunkline carpool parking lot pavements in good or fair condition.
Accountability								
18	Meet on time requirements							
	18a. Letting trunkline projects on time							
	i. By dollars		⬇	90%	80.2% (2011)	84.1% (2010)	Yearly	Annual percent of dollars let meeting benchmarked yearly letting schedule.
	ii. By job numbers		⬇	90%	84.8% (2011)	91.1% (2010)	Yearly	Annual percent of jobs meeting benchmarked yearly letting schedule.
	18b. Projects completed on time		➡	100%	99.8% (2011)	99.4% (2010)	Yearly	Annual percent of construction projects completed early or on-time, considering those without liquidated damages.
Mobility								
19	Manage traffic incidents timely		⬆	75%	91.1% (June '12)	89.5% (May '12)	Monthly	75% or greater with less than 120 minute delay.
20	Regain time after winter storm event		➡	N/A	N/A	N/A	Yearly	New measure; establish a cost-effective, accurate mechanism to reliably measure regain time by October, 2012, which can be implemented for the 2012-13 winter season.
Customers								
21	Transport permit response time		⬆	Within 4 hours	95% (2011)	N/A	Yearly	New measure; Single issue transport permits in less than 4 hours.
22	Increase public perception of agency		⬆	5% increase	73% (2011) +15.9%	63% (2009)	Every 2-3 years	New measure; Overall increase in perception of how MDOT is performing.
Financial Health								
23	Capture all federal aid		⬆	100%	100% (2011)	100% (2010)	Yearly	Capture all Federal aid plus redistribution.
24	Keep projects costs within budgeted amount		⬇	Under or within 5%	76.5% (2011)	77.8% (2010)	Yearly	Keeping project costs per project under or within 5% of budget.
25	Accuracy of final engineer's estimates		➡	50%	58.2% (2011)	58.8% (2010)	Yearly	50% within plus or minus 10% of bid.
26	Contain administrative costs		⬇	Less than 10%	7.1% (2011)	6.5% (2010)	Yearly	Less than 10% of total budget.
27	Maintain/increase bond rating		➡	AA or greater	AA+ (2011)	AA+ (2010)	Yearly	Maintain/increase rating to AA or greater.
28	Contain debt service as percent of budget		⬆	Less than 25%	21.3% (2011)	21.5% (2010)	Yearly	Less than 25% of budget costs.
Environmental Stewardship								
29	Increase alternate fuel vehicles in MDOT fleet		⬆	Increase	392 (2011)	369 (2010)	Yearly	Increase number of alternate fuel vehicles in fleet.